Agenda Item No. 3.0



233 South Wacker Drive Suite 800 Chicago, Illinois 60606

312 454 0400 www.cmap.illinois.gov

Regional Coordinating Committee

Minutes Wednesday, June 13, 2012

Cook County Conference Room 233 S. Wacker Drive, Suite 800 Chicago, Illinois

Committee Members Present:

Elliott Hartstein, Chair (CMAP Board), Frank Beal (Metropolis Strategies-CMAP Board), Sheri Cohen (Chicago Dept. Public Health-Human & Community Services Cmte.), Jack Darin (Sierra Club- Environment and Natural Resources Cmte.), Christine Kolb (ULI-Housing Cmte.), Andrew Madigan (Mesirow-CMAP Board), Ed Paesel (South Suburban Mayors & Managers Assoc.-Land Use

Cmte.), Lance Pressl (Chicagoland Chamber-Economic Development Cmte.), Leanne Redden (RTA-Transportation Cmte.), Rae Rupp Srch (DuPage County-CMAP Board)

Members Absent:

Roger Claar (Mayor-Village of Bolingbrook-CMAP Board), Michael Gorman (President, Village of Riverside- CMAP Board), Al Larson (President, Village of Schaumburg-CMAP Board)

Others Present:

Dena Alkhutib-Chicago Community Trust, Bruce Carmitchel-IDOT, Bruce Christensen-Lake County, Josh McLusky- IDOT, Mark Pitstick-RTA, Ryan Richter-Metra, John Rogner-IDNR, Chris Staron-Northwest Municipal Conference, Mike Sullivan-Kane/Kendall Council of Mayor and Rocco Zucchero-Illinois

Tollway.

Staff Present:

Randy Blankenhorn, Matt Maloney, Jill Leary, Dolores Dowdle, Don Kopec, Patricia Berry, Jesse Elam, Elizabeth Schuh, Gordon Smith and Sherry Kane

1.0 Call to Order

Elliott Hartstein-Chair, called the meeting to order at 8:04 a.m., and asked committee members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes – February 8, 2012

A motion to approve the minutes of the February 8, 2012 meeting as presented, made by Rae Rupp Srch was seconded by Ed Paesel. All in favor, the motion carried.

4.0 Performance Based Evaluation Criteria and Transportation Funding

Matt Maloney, CMAP staff, reported that this topic had been discussed by the committee at its last 3 or 4 meetings, that it was a CMAP initiative to move the state's and region's implementers towards performance measures for making capital investment decisions in transportation, that an issue brief had been written and efforts primarily had been targeted towards the state's multi-year program. Maloney went on to say that CMAP staff had met with IDOT staff and that a Transportation Planning Capacity Building peer exchange is being scheduled in concert with the U.S. Department of Transportation Volpe Center (that agency's research arm). Attending the one and one-half day program, Maloney continued, would be other state DOTs, and MPOs to talk about how decisions are made for their multi-year highway programs and capital investments and how regions are helping to drive that process. The workshop is expected to be held July 10 and 11, 2012 at CMAP. Maloney had also distributed an outside report from the Eno Center for Transportation showing similar types of strategies and best practices and responded to questions raised as to what is being done at the IDOT level to move forward with this approach, indicating that this process may be integrated into this year's state transportation plan and that IDOT is very interested in the peer exchange. Maloney also suggested that both staff and policy decision makers from both the highway and transit sides would be welcome to attend the peer exchange.

5.0 Fiscal Year 2013 Unified Work Program (UWP)

Dolores Dowdle, CMAP Staff, presented the FY 2013 Unified Work Program (UWP), reporting that seven (7) core proposals and eight (8) of fifteen (15) competitive proposals were approved through the UWP process. Dowdle reported that this year's process was a little different than previous years because last June (after the UWP had been approved) an additional \$2.5 million had become available for the FY 2012 program. The Committee agreed to wait for the FY 2013 proposals to identify projects that would receive the additional funding. Therefore, Dowdle continued, the revisions to FY 2012 and FY 2013 program are being presented. The FY 2012 revision includes \$2,499,000 in FHWA regional planning funds and \$624,750 in local match, while the FY 2013 program includes \$14,847,734 in FHWA and FTA regional planning funds and \$3,914,071 in local match, Dowdle reported. A motion to recommend approval of both the FY 2012 revision and the FY 2013 Unified Work Program (UWP) to the CMAP Board and the MPO Policy Committee was made by Rae Rupp Srch and seconded by Jack Darin. All in favor the motion carried.

6.0 Congestion Mitigation and Air Quality Program (CMAQ) Programming and Management Policies

Patricia Berry, CMAP staff, reported that CMAP programs the nearly \$90 million that comes to the region through the Congestion Mitigation and Air Quality Program (CMAQ). As was covered in the Board memo that was included in the packet, the Project

Selection Committee had met, had created focus groups and developed revised programming and management policies. To encourage completion of CMAQ projects, the policies had been reviewed and approval had been recommended by CMAP's Transportation Committee. A motion by Frank Beal was seconded by Sheri Cohen to recommend approval to the CMAP Board of the revised Programming and Management Policies of the Congestion Mitigation and Air Quality Program (CMAQ) as presented. The question was raised concerning "attainment" and Don Kopec reported that the U.S. EPA reversed a recent decision, considered 2011 data and the region is now in "non-attainment" for another three (3) years. A question was also raised about new projects being added to the list. Berry reported that a call for projects will be scheduled later this year and that while there continues to be a number of unfinished projects, new ones will be added to the 5-year program. All in favor, the motion carried.

7.0 Millennium Reserve: Calumet Core Initiative

John Rogner, Assistant Director-IDNR presented an overview of the Millennium Reserve, the first phase of which has been identified as the Calumet Core Initiative, that was launched by Governor Quinn in late 2011. The effort, being led by IDNR, is meant to build upon work that had been underway for 20-30 years to help reinvent the Calumet Region of southeast Chicago and the southern suburbs to create a common purpose. The initiative is leveraging an Obama administration effort called "America's Great Outdoors" which is an attempt to reconnect Americans, especially children, to the outdoors and using a new model of how federal agencies are doing conservation work that builds upon local priorities of land water and wildlife conservation and historic and cultural resources. Rogner presented a historical timeline of the region dating back to Ft. Dearborn days through the development and decline of the steel industry and to present day with its existing industry of Ford Motor Company and some of the largest vacant land in the Chicago area. Next steps will include focus group sessions to develop very specific short and long term priorities, identifying public-private collaboration, and selecting an umbrella group to oversee it all, since IDNR cannot take the lead on Economic Development. DCEO could play a role, as would philanthropic efforts and federal support. Committee members discussed several related issues including the recent OECD tri-state report, Ford's involvement, and potential partnerships with the port district, the south suburbs, U.S. Steel, the Chicago Neighborhood Initiative, East Chicago's Community Builders, and Chicago Public Schools.

8.0 Chicago Wilderness Green Infrastructure Vision Update

Jesse Elam, CMAP Staff, gave an overview of natural resources work that CMAP is undertaking in conjunction with the regional conservation organization Chicago Wilderness over the past year and specifically to request feedback regarding open space. Addressing one of the 12 major priorities for the region from GO TO 2040, Expanding Parks and Open Space, using a green-infrastructure approach (essentially protecting a connected network of open space through greenways, trails, or rivers) to land conservation, Elam stated, a large portion of the work in GO TO 2040 was due to the partnership with Chicago Wilderness, a consortium of organizations that try to bring a regional approach to conservation issues. In 2004, working with NIPC, Chicago

Wilderness developed the Green Infrastructure Vision to indicate the most important areas in the region from a conservation standpoint in which to invest conservation dollars. The product was then used in GO TO 2040 as the basis for conservation recommendations, with the understanding that the product would require some improvement to meet CMAP's needs. To further enhance the analytical method of green infrastructure planning, CMAP worked with a consultant, the Conservation Fund over the past year to (a) devise an effective automated GIS approach to add precision and (b) to make the product part of the regional planning culture to be used by organizations involved in conservation. Elam presented the updated GIV map that shows a minimal, critical space to align policies to protect and discussed potential uses for the product going forward, including its use as a baseline for open space planning in the LTA program, encouraging its consideration in environmental documentation for transportation project development, and assessing impacts during the Facility Planning Area review process. Committee members offered feedback suggesting the following: developing a model or pilot with examples of intergovernmental agreements amongst and between communities to ensure linkage; promotion with local municipalities as a tool to use during their development review process at the local level; include both the City of Chicago (that should be completed by month's end) and SSMMA recently developed maps as overlays on the product; introduction of the concept to local communities when they are developing their comprehensive plans is key; update with the state's natural areas plan; consider existing land use of the area (regarding density) to identify how the region could become more green; and finally, articulate the value of the product as a data tool when presenting to locals.

9.0 Connecting Transportation and Land Use through the Central Lake County Corridor: IL 53 and 120

Having heard from Matt Maloney, CMAP staff and Rocco Zucchero of the Illinois Tollway, who gave a little background on this project, the make-up of the Blue Ribbon Advisory Council and the value that CMAP and its staff brought to the process, Elizabeth Schuh, CMAP staff, gave a presentation of the work in which CMAP had been involved over the past 9 or more months. Schuh reported that the 53/120 project was one of the fiscally-constrained projects from GO TO 2040, that CMAP staff had assisted the Blue Ribbon Advisory Committee, and that the council had voted 27-2 in favor of the consensus document. Schuh went on to say that Randy Blankenhorn had served the Council as chair of the design and land use working group and that CMAP staff delivered a great deal of assistance in the areas of traffic modeling and innovative environmental approaches. Schuh would go on to cover the modern boulevard and alternative interchange design, a future land use analysis, value capture and countywide funding mechanisms. Recommendations from GO TO 2040 included a 21st century highway with a smaller footprint and an innovative environmental approach and what actually came out of the council's recommendations was a 4-lane, 45 mph parkway with major environmental features. Among the areas that CMAP staff studied, measured and analyzed were: the combination of transportation and land use through assessment of individual municipal plans; the potential for major land use change related to office, industrial, retail indicating a high expectation for retail and office space development

similar to that of the I-94 corridor with a lower expectation for housing and population; physical capacity for change exceeding market capacity, indicating that more land is set aside for development than the market would allow; impacts for future land uses that show planned change may be out of scale with the preferred design of the road; and financing of the road, (including value capture, local contribution options, and bonding capacity). Schuh also reviewed the council's corresponding recommendations related to the specific areas CMAP had studied as well as next steps that include initiating the corridor plan, determining how to finance the project, developing a detailed design concept and securing local, state and federal authorizations to proceed. Questions included: how big is the gap after taxes and tolls (about \$700 million); is there any consideration for space for non-motorized vehicles (not adjacent to but to enhance existing networks and connectivity); any commitment toward affordable housing (cooperative land use while considering housing would likely be considered in the future).

10.0 State Legislative Update

In the essence of time, Gordon Smith, CMAP Staff, reported very briefly on what took place during the General Assembly's last months in session mainly concerned the budget, where the Governor and General Assembly had numerous discussions regarding pensions and Medicare that are consuming general revenues and while progress was made with Medicare issue, the pension problem continued to be unresolved. A \$33.3 billion spending plan was passed, that includes \$6 million that IDOT has historically used to fund comprehensive planning that funds the \$3.5 million that CMAP needs to match federal funds and conduct other planning activities. CMAP was also tracking IDNR's budget that had been drastically cut over the past years, Smith reported, that may continue to see developments if the General Assembly is called back in over the summer. In conclusion, Smith also stated that the report contained in the packet is really a summary of what had taken place to date and that the policy blogs on the website continue to be updated and suggested monitoring those through the coming weeks.

11.0 Other Business

There was no other business before the Regional Coordinating Committee.

12.0 Public Comment

There were no comments from the public.

13.0 Next Meeting

The Regional Coordinating Committee meets next October 10, 2012.

14.0 Adjournment

At 9:32 a.m., a motion to adjourn made by Rae Rupp Srch was seconded by Ed Paesel. All in favor, the motion carried.

Respectfully submitted,

07-05-2012 /stk

Approved as presented by unanimous vote, October 10, 2012